

# Update

Volume IX, Issue 1



District 6

## Planning Newsletter

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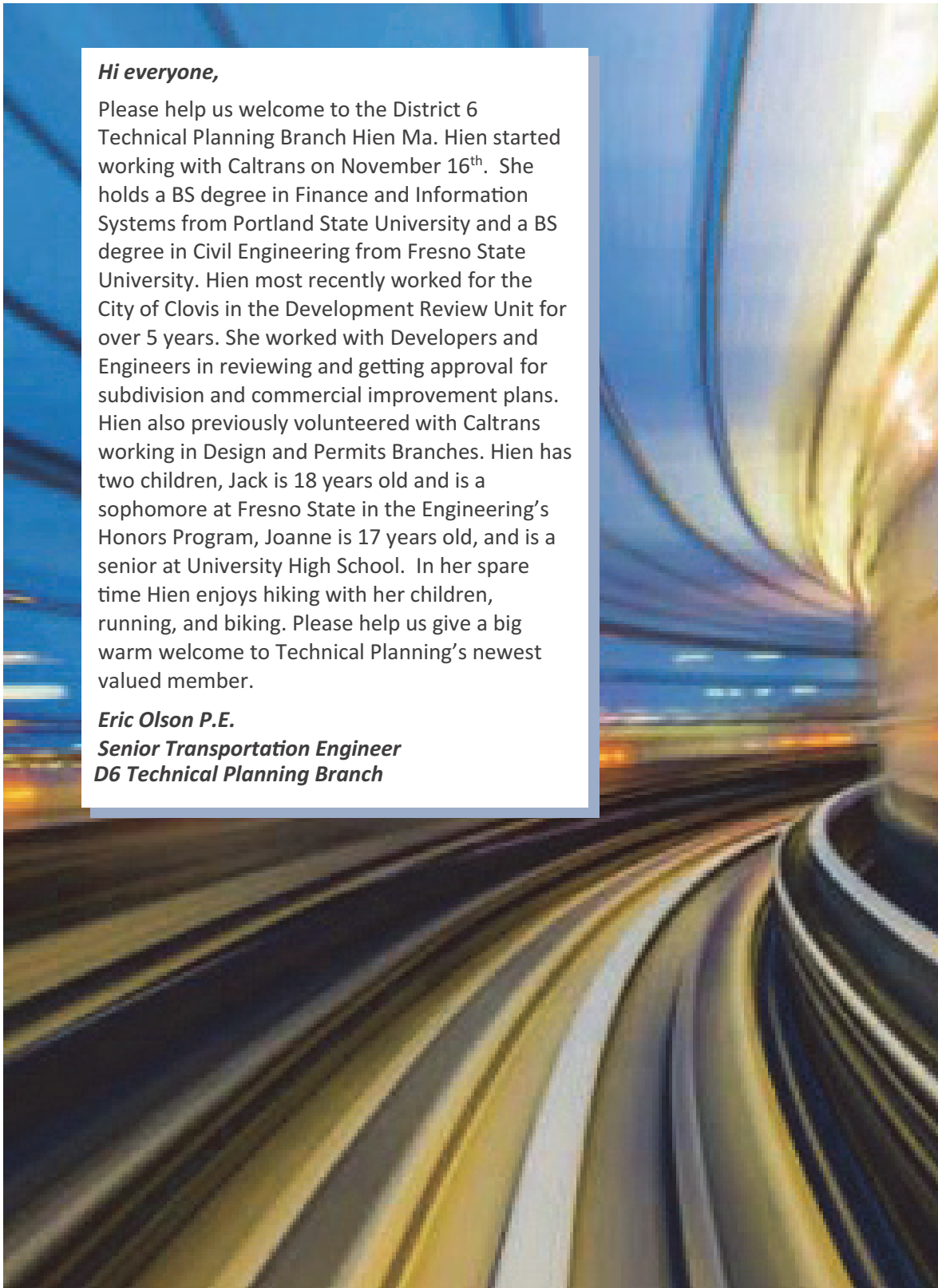


***Hi everyone,***

Please help us welcome to the District 6 Technical Planning Branch Hien Ma. Hien started working with Caltrans on November 16<sup>th</sup>. She holds a BS degree in Finance and Information Systems from Portland State University and a BS degree in Civil Engineering from Fresno State University. Hien most recently worked for the City of Clovis in the Development Review Unit for over 5 years. She worked with Developers and Engineers in reviewing and getting approval for subdivision and commercial improvement plans. Hien also previously volunteered with Caltrans working in Design and Permits Branches. Hien has two children, Jack is 18 years old and is a sophomore at Fresno State in the Engineering's Honors Program, Joanne is 17 years old, and is a senior at University High School. In her spare time Hien enjoys hiking with her children, running, and biking. Please help us give a big warm welcome to Technical Planning's newest valued member.

***Eric Olson P.E.***

***Senior Transportation Engineer  
D6 Technical Planning Branch***



## **Highway Maintenance (HM) Program Report FY 2018 - 2019 Senate Bill 1 (SB 1) Look Ahead**

*Senate Bill 1, The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.*

### **Highway Maintenance (HM) Program Program Objectives**

The HM program is a two-year program. Typically, projects are design in the first year and construction begins the following year. HM work includes any work that maintains the State Highway System and other assets to a safe and useable condition; it does not include reconstruction or other improvements. Preventive Maintenance is the most cost-efficient means of protecting the state's infrastructure investment. Applying the right maintenance treatment at the right time slows deterioration and extends the life of the pavement, bridge, and drainage system assets.

### **Program Funding**

The HM program is funded with a combination of federal and state funds, including the Road Maintenance and Rehabilitation Account (RMRA) created by SB 1. In FY 2018-19, SB 1 increased the HM program by \$465 million to a total of \$787 million. Funds made available by SB 1 are prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.

### **SB 1 Performance Outcomes**

It is the intent of the Legislature that the Department of Transportation meets the following preliminary performance outcomes for additional state highway investments by the end of 2027:

- Not less than 98 percent of pavement in good or fair condition.
- Not less than 90 percent level of service (LOS) achieved for maintenance of potholes, spalls, and cracks.
- Not less than 90 percent of culverts in good or fair condition
- Not less than 90 percent of transportation management system (TMS) units in good condition
- Fix not less than an additional 500 bridges.

### **Plan SB 1 Projects for FY 2018 - 2019**

A total of 122 SB 1 projects are planned for FY 2018-19: 37 Pavement resurfacing projects, 33 Culvert restoration projects, 24 Bridge preventive maintenance projects, and 28 safety Striping projects. The total cost of these projects including support is estimated at \$390 million. This amount is approximately \$74 million less than our allocated SB-1 funding because we over programmed the prior year.

<b>FY2018 - 2019 All HM Projects funded by SB 1</b>	
Number of planned Projects	122
Total estimated cost	<b>\$390 million</b>

<b>HM 1 Pavement SB 1 Project Summary</b>	
Number of plan projects	37
Total estimated cost	<b>\$134 million</b>
Project performance benefits	958 Lane Miles

<b>HM 2 Culvert SB 1 Project Summary</b>	
Number of plan projects	33
Total estimated cost	<b>\$15 million</b>
Project performance benefits	1 7,400 Linear feet

<b>HM3 Bridge SB 1 Project Summary</b>	
Number of plan projects	24
Total estimated cost	<b>\$81 million</b>
Project performance benefits	2,306,000 Square Feet

<b>HM 4 Striping SB 1 Project Summary</b>	
Number of plan projects	28
Total estimated cost	<b>\$160 million</b>
Project performance benefits	8,956 Linear Miles

For further information pertaining to SB 1 Rebuilding California please go to:  
<http://rebuildingca.ca.gov/>



## CCTV cameras

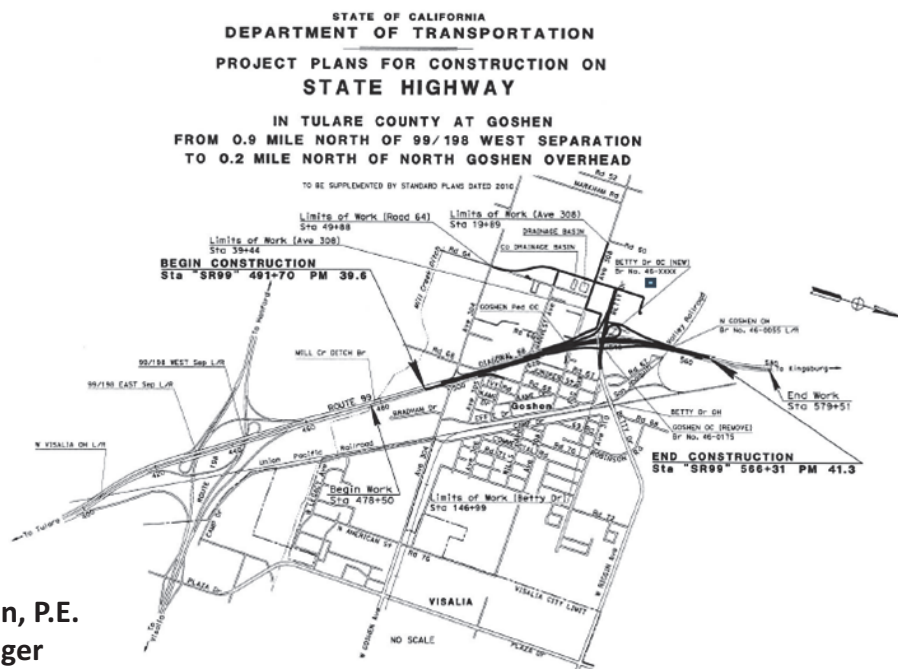
**There are 452 CCTV cameras in operation statewide.**

Caltrans has installed about 430 closed-circuit television cameras (CCTV's) on State Highways (primarily freeways) around the state. City Traffic Departments and County Departments' of Public Works have also installed CCTV's on some of their arterial roads. Some of these CCTV's monitor intersections while others monitor highways. The CCTV's at intersections are used to control the traffic signal timing. The image from the CCTV is transmitted to a computer which processes the image to determine the presence (or lack of presence) of vehicles. This Video Image Processing System (VIPS) technology for highway



operations and control is still in its infancy but is gaining credibility by practitioners realizing its tremendous potential to improve traffic signal control operations. The cameras alongside freeways have pan, tilt and zoom capabilities. These cameras are used to monitor freeway conditions and are especially useful when traffic incidents occur. The cameras provide the Transportation Management Center (TMC) operators with a view of the incident scene which allows a quick assessment of the situation, an accurate dispatch of equipment and personnel to the scene, and an idea of the impacts the incident is having on traffic flows. The TMC then develops and releases appropriate motorist information notices through a variety of mediums. Caltrans engineers determine where the cameras should be located. They attempt to install the cameras such that all segments of the freeway system are within view. Most cameras provide full-motion video (30 frames per second), but some cameras only provide a frame rate of 5 to 10 frames per second. The only cameras used for law enforcement are those cameras that are installed at toll bridges or toll roads. These cameras capture the license plate number of a vehicle that does not pay the toll bridge or toll road fee. At this time, there are no camera images provided via the internet. However, Caltrans is working on this and should have some CCTV images available for view on the internet by the first of the year.

## Betty Drive and State Route 99 Interchange Improvement Project in Tulare County



**By Curt Hatton, P.E.**  
**Project Manager**  
**California Department of Transportation**

The Betty Drive project proposed improvements include reconstruction of an overcrossing structure that will replace the existing Goshen Overcrossing and will accommodate a future 8-lane facility along SR 99. Proposed improvements also include reconstruction of all ramps at the interchange, removal of "hook" ramps on State Route 99 at Avenue 304 south of the interchange, widening of the North Goshen Overhead, realignment of local roads on both sides of SR 99 and new local road construction west of SR 99.

The \$35 million project will reduce congestion and improve the level of service at the interchange, improve traffic operations and improve safety. Current project funding includes Tulare County Measure R Local Transportation Funds and State Transportation Improvement Program (STIP)/Regional Improvement Program (RIP).

The project groundbreaking ceremony was held in May of 2017. Through the outstanding partnership of the Tulare County Association of Governments, the County of Tulare, Granite Construction and Caltrans, the project held a ribbon cutting ceremony marking the completed project, ahead of schedule, in October of 2018.

*"This project would not have happened without the vital funding that Measure R is providing," said Caltrans District 6 Director Sharri Bender Ehlert. "Investments like Measure R are what get local improvement projects to the construction stage, providing important highway improvements, enhancing mobility, and improving safety across the Central Valley." Porterville Recorder 24 May 2017*



Betty Drive Looking East (SB on ramp to right)



Betty Drive Looking West

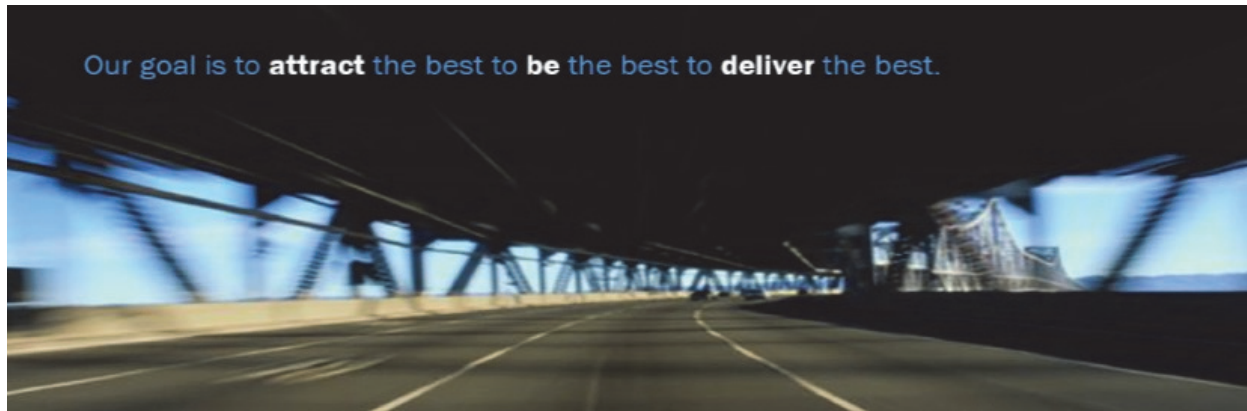


Betty Drive State Route 99 Looking SB



Betty Drive State Route 99 Looking NB





## We are the Resource Center, At Your Service

Today's transportation challenges are complex and rapidly evolving. The Federal Highway Administration's Resource Center (RC) is home to the agency's expert taskforce. We help you conquer challenging technical and partnership hurdles by providing personalized technical assistance, customized training and ongoing support. We introduce you to and support you in the implementation of new innovations and share our vast knowledge of national and international best practices. Organized by functional and technical teams, the RC leadership ensures experienced and skilled staff within their respective teams provides you the highest level of customer service and expertise.

We are the Resource Center, At Your Service.

Bernetta L. Collins, FHWA Resource Center Director



FHWA Resource Center

<https://www.fhwa.dot.gov/resourcecenter/>



## The Traffic Management Center

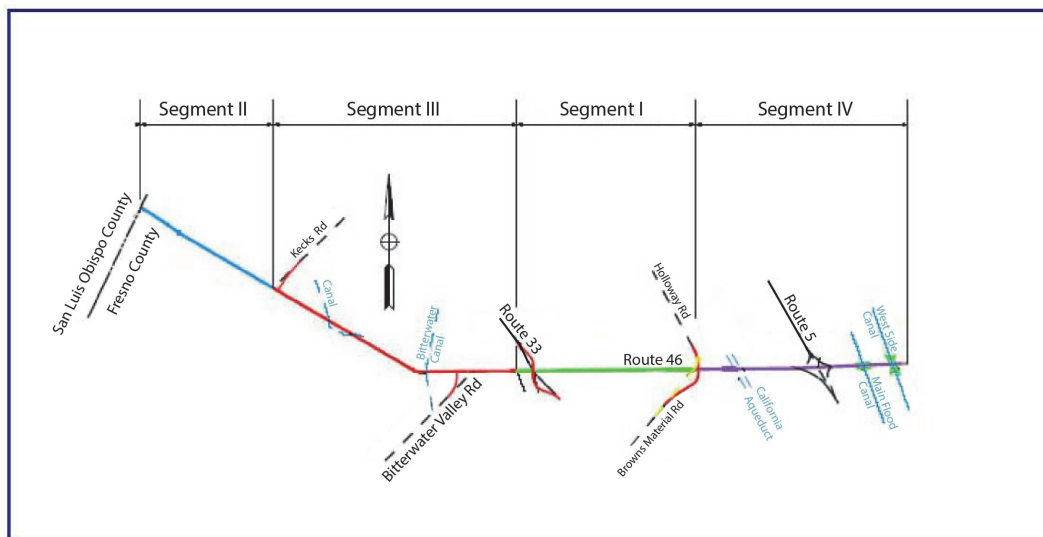
District 6 is responsible for all state routes in Kern, Kings, Tulare, Fresno and Madera Counties. CHP Central Division has responsibility for the aforementioned counties, including the counties of Merced, Stanislaus, Tuolumne and Mariposa. The Central Valley Transportation Management Center (CVTMC) began to extend their coverage north into District 10 until it established its own TMC.

A primary function of the CVTMC is to reduce congestion by monitoring traffic and providing timely information pertaining to traffic conditions, which could affect the safe movement of persons or property in and around the Central Valley, Sierra Nevada or Coastal Range mountains. This is accomplished by the use of live radio and TV reports during the morning and afternoon commute times. The CVTMC disburses information to those media centers not only located within the Central Valley, but also reaching the areas of Sacramento, San Francisco, Central Coast, Los Angeles basin, and Desert Communities.

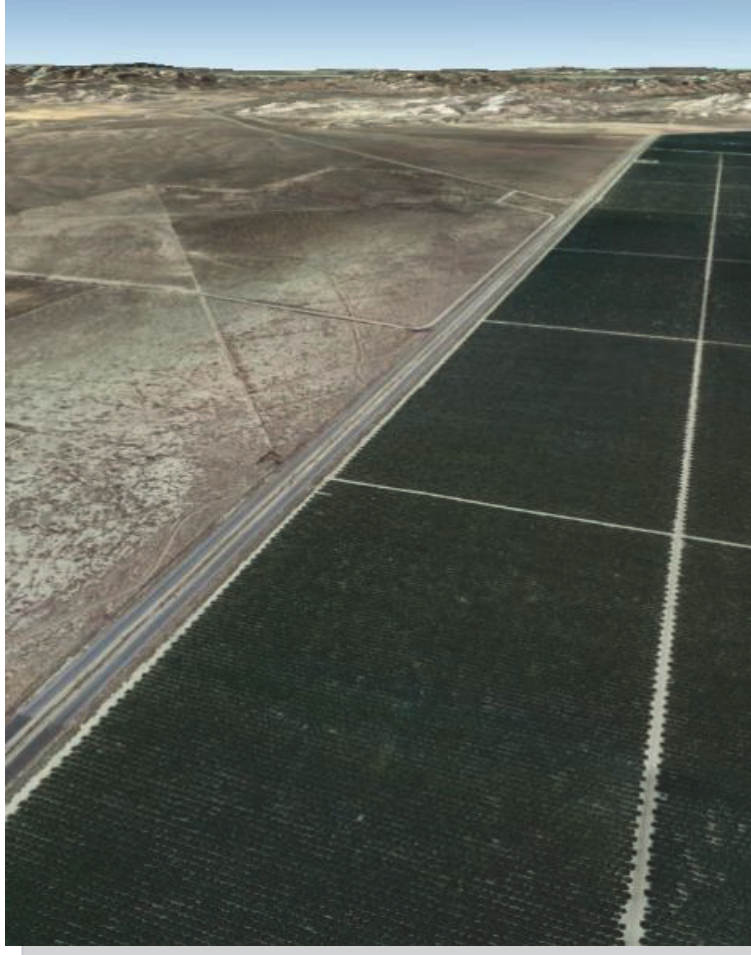


## Article on SR 46 BUILD grant

State Route 46 from Interstate 5 to the San Luis Obispo County Line has been the target of improvements for decades. Like many state routes in rural areas, this former 2-lane highway has segments with no shoulders and lacked passing lanes for traffic to safely pass. Addressing safety along the route has been a priority for Caltrans and Kern County. In collaboration with state and federal partners, the Kern region adopted a funding policy to ensure the widening of this corridor from 2-lanes to 4-lanes with a dividing median throughout most of the highway. There were safety studies conducted prior to 1998 but after that, delivery of projects in the corridor began. A 26-mile corridor widening project was broken into 4 segments to ease the burden of acquiring transportation funding. To date, 3 segments are delivered. Phase 4 is broken into 2 parts with Segment 4A currently under construction. Segment 4B was recently awarded a federal BUILD grant for \$17 million to supplement anticipated state STIP funding and federal earmark funding sources for the construction phase. The BUILD grant will enable the completion of this 26-mile widening project. The graphic below indicates the corridor segments.



- ◆ Segment I of the Route 46 Expressway project (8 miles) extends from State Route 33 to Brown Material Road and was widened from two to four lanes. It cost \$55 million. Construction started in 2009 and ended in 2012.
- ◆ Segment II of the Route 46 Expressway project (7 miles) extends from SLO County Line to Kecks Road and was widened from two to four lanes. It cost \$87 million. Construction started in 2009 and ended 2012.
- ◆ Segment III of the Route 46 Expressway project (13 miles) extends from Kecks Road to State Route 33 and was widened from two to four lanes and cost \$94 million. Construction started in 2010 and ended 2012.



Caption: Looking west on SR 46.

- ◆ Segment IV A of the Route 46 Expressway project (3 miles) extends just past Brown Material Road to I-5 and will widen from two to four lanes and will cost \$34 million. Construction started in 2017 and will end 2020.
- ◆ Segment IV B of the Route 46 Expressway project (5.3 miles) extends from Browns Material Road to 1.3 miles east of Lost Hills Road and will widen from two to four lanes. The design phase currently underway. The total anticipated cost for construction is \$47 million. A recent BUILD grant for \$17 million was awarded to this project and requires construction to begin in 2020. Kern COG and Caltrans will continue to coordinate efforts to ensure that another segment of this corridor is delivered.

Sources of revenue: several forms of revenue have been used to deliver these projects including, 1) formula STIP funding; 2) State Proposition 1B – Traffic Congestion Relief Program; 3) federal TEA-21 earmark; and 4) federal BUILD grant revenue.



*A look back at the  
Filling Station*



Richfield Gas Station Coalinga CA..







Vintage Union 76 Gas Pumps at the Kern County Museum in Bakersfield CA.



Van Ness Auto Repair Fresno, CA.







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The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to just before Tehachapi in the south. It includes Madera, Fresno, Tulare, Kings, and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.

The vision of District 6 Planning, Local Assistance and Environmental Analysis is to be valued for its expertise in providing sound and innovative services and products that enhance the total transportation network.

Our mission is to provide transportation planning which offers a balanced, efficient, cost effective, and integrated multimodal transportation system which not only ensure access and connectivity within the county region, and state, but one which also reflects partnerships and participation of our local communities, stakeholders, transportation agencies, and local jurisdictions through clear and effective communication.

## **Caltrans Mission:**

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

**Visit District 6 on the web at [www.dot.ca.gov/dist6/](http://www.dot.ca.gov/dist6/)**

*END*